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The arrivals and receipts in detail are:

- Sch. Lillian Quero Bank, 140,000 lbs. fresh cod, 7000 lbs. salt cod.
- Sch. Ida S. Brooks, via Boston, 30,000 lbs. fresh fish.
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- Sch. Kineo, Western Bank, 18,000 lbs. halibut, 50,000 lbs. fresh fish, 10,000 lbs. salt cod.
- Sch. Mabel E. Bryson, via Boston.

## Fishing Fleet Movements.

Sch. Massachusetts was at Shelburne, N. S., on Monday and cleared. Schs. Norma and Vanessa were at Liverpool, N. S., on Monday.

## Vessels Sailed.

- Sch. Richard, shacking.
- Sch. Rex, shacking.
- Sch. Constellation, seining.
- Sch. Saladin, seining.
- Sch. Margaret Dillon, halibuting.
- Sch. Governor Foss, halibuting.
- Sch. Matchless haddocking.
- Sch. Mary E. Cooney, haddock-ing.
- Sch. Jorgina, haddocking.
- Sch. Mary DeCosta, haddocking.
- Sch. Frances V. Sylvia, haddock-ing.

## TODAY'S FISH MARKET.

### Salt Fish.

Salt mackerel, \$23 per bbl. for large, and \$16 per bbl. for tinkers.  
Salt trawl bank codfish, \$4.12 1-2 per cwt. for large, \$3.62 1-2 for mediums and \$2.75 for snappers.  
Handline Georges codfish, large \$4.87½, medium \$4.37½, snappers \$3.  
Salt "Drift" codfish, large, \$4.62½, medium \$4.25.  
Salt bank dory handline cod \$4.37½ per cwt. for large and \$3.87½ for mediums.  
Eastern halibut codfish, large, \$4.12½, medium \$3.62½.  
Haddock, \$2.00.  
Pollock, \$1.75.  
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.  
Hake, \$1.75.  
Eastern shack cod, \$4.25 for large and \$3.62½ for mediums.  
All codfish with napes picked bring 25c over the above prices.  
Salted whiting, \$2 per bbl.

### Fresh Fish.

Haddock, \$1.15 per cwt.  
Large cod, \$2.40 per cwt.; medium, \$1.85 per cwt.  
Peak and Western bank fresh codfish, \$2.35 per cwt. for large and \$1.90 for mediums.  
Cusk, large, \$1.75; mediums, \$1.25; Hake, \$2.90.  
Dressed pollock, 90 cts., round, 80 cts.

Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.  
Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.  
Cape North cod, \$2.20 for large and \$1.75 for mediums.  
Fresh mackerel, large 31c; mediums, 22c; tinkers, 5c each.  
Fresh shad, \$3.15 per bbl.  
Fresh whiting, 60 cts. per bbl.

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Haddock, as usual, predominate, and many of the skippers of late, knowing that the chances of getting many out to the market were pretty slim and that the most of them would go to spit, have not been taking the usual good care of them as far as icing is concerned. This has caused complaint both at the wharf and at Gloucester, and is a practice which should and will probably be soon given up.

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The receipts and prices in detail are:

- Str. Spray, 22,000 haddock, 1500 cod.
- Sch. Quannapowitt, 35,000 haddock, 6000 cod, 6000 hake.
- Sch. Rebecca, 39,000 haddock, 2000 cod, 2400 hake.
- Sch. Rose Dorothea, 2000 haddock, 9500 cod, 4000 hake, 6000 cusk.
- Sch. Joseph P. Johnson, 500 haddock, 10,000 cod, 3000 hake.
- Sch. Hattie P. Knowlton, 2500 haddock, 1000 cod, 2500 hake.
- Sch. Good Luck, 1000 haddock, 25,000 cod, 2000 hake.
- Sch. Bessie, 41 swordfish.
- Sch. Fish Hawk, 1000 haddock, 25,000 cod, 2000 hake.

Haddock, \$2 to \$3 per cwt.; large cod \$3.50 to \$4.50; market cod, \$3; hake, \$1 to \$2; cusk, \$1.50 to \$2; swordfish, 7 1-2 cts. per lb.

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## Portland Fish Notes.

Halibut are being caught off Cape Elizabeth. They are not being landed in very large numbers but still a few are being caught. Yesterday 600 pounds were brought in here by the little schooner Freeman. This is the largest amount taken by one craft off the Cape this season. Four fish made up the 600 pounds. In addition, the schooner had 2000 pounds of mixed fish. The quantity of halibut landed seems to indicate that there are some of the flat fish off the Cape as well as other fish.

The bluebacks are running, but that is doing the fishermen little good. Tuesday there was too much wind for them to get out with their seines and the day before there was too much fog and rain. But it is a fact that after being two weeks or so late, the bluebacks have appeared in large numbers and of excellent quality. They are found off Small Point and around Boothbay and when the weather becomes favorable, it is probable that large numbers will be taken.

The small boats went out Wednesday morning, but did not meet with much success. There was too strong a wind outside and a high sea.

Sch. Mary E. Sennett arrived at Portland Wednesday morning, three weeks out. There was a marked lack of fish on the banks, but the weather was very fair until she was on the way home, and then it continued very rough and windy here. She brought 8300 pounds of halibut and 5000 pounds of salt fish.

## SWORDFISH MARKED.

Was Probably Caught in Trawl When Young and Thrown Back.

Spotted, striped, white and blue swordfish have been brought to T wharf in the past, but it remained for Capt. William Enos of sch. Rita A. Viator, which arrived at T wharf yesterday, to bring the first hand-carved member of the species to Boston. The fish, which is four feet long without its sword, and weighs 120 pounds dressed, bears the name of Frank Doucette, carved on its side, about a foot from the tail. There is also a star cut just before the name.

The fish was taken on Georges last week and as there are no marks of the lily iron on the fish, it looks as though the fish had been caught on trawls when a "baby," by Doucette, who was one of the crew of a Georges halibuter or haddock, the initials then carved, and the little fellow let go.

## TOOK BAIT FROM FREEZER.

Fleet at Provincetown Tired of Waiting for Fresh Bait.

Bait continues scarce. At Provincetown the weather holds bad and the boats have had no chance this week to go for bluebacks.

The blueback fleet here got out yesterday afternoon and were not in this morning.

At the Nahant traps a few small herring are being taken but these are being shipped to New York.

Some bluebacks are being landed at Portland and quite a body of these bait fish is reported in Casco Bay.

Nothing late has been heard from Boothbay, but at Provincetown yesterday some of the skippers got tired of waiting for fresh bait and took frozen bait from the freezer and proceeded on their trips.

## Price of Lobsters Decreasing.

Lobsters are decreasing in price. The season for lobster catching closed last week in Halifax, the last place for the law to go on, but to overbalance the effect of the loss of shipments from the Provinces, the Newport and Maine shipments have been large, and within a week or two Maine alone should be supplying nearly as many lobsters to the local market as that state and the Canadian fisheries have supplied together during the past few months. One reason for the expected increase in shipments from Maine is that the recent long hot spell has quickened the process of shell shedding.

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## Swordfish Struck Man in Face.

Osborne Goodwin, one of the crew of sch. Valentina, at T wharf, today, went through a singular and dangerous experience, a few days ago when in attempting to haul aboard a dory a swordfish which had been harpooned and allowed to "run out," he was struck a heavy blow on the face with the sword-like protuberance of the fish, which he supposed was dead. The fish rose high out of the water when Goodwin and Capt. O'Neill tried to land it in the dory, and with a mighty swish swung its sword, catching Goodwin on the head and coming within an ace of overturning the dory.

Goodwin grasped another harpoon quickly and buried it in the fish's side, killing it instantly, and it was shortly after hauled aboard the schooner. Goodwin suffered no ill effects save a scar on the left side of his face.

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## Steam Trawlers Had Racing Trip.

The steam trawlers Ripple and Spray, which left T dock late Monday for the South channel grounds, arrived at T wharf yesterday morning. The trip really was a kind of race between Capt. Herbert Green of the Ripple and Capt. George Steele of the Spray.

Capt. Green's boat didn't leave T wharf until about 9 o'clock Monday evening, some five hours after Capt. Steele had started with the Spray. Capt. Steele left the grounds about 4 o'clock Wednesday, just an hour before Capt. Green's vessel got under way. The Spray with her hour start arrived at T wharf early Thursday morning, while the Ripple didn't get in until after 9 o'clock.

# BAIT SITUATION IS IMPROVED.

BUT DESIRED ARTICLE IS STILL SCARCE AT ALL POINTS.

There is a little change for the better in the bait situation. Yesterday at Provincetown a few bluebacks were taken, but off here the boats banged away all day and hardly stopped any fish at all.

The steamer Higgo came in last night with five barrels. Her captain reported plenty of bluebacks off here, schools in every direction but that the fish were so wild it was next to impossible to do anything with them. The whole of the shore gasoline seining fleet was on them and the captain says they set and set and could stop none. He did manage to save five barrels out of one school.

It is understood that private telegrams received yesterday stated that there was bait at Lockport, N. S., while other telegrams reported bait at Seal Cove, Grand Manan.

The guinea boat fishermen are getting just about enough bait to get along on day by day. At night they go torching in Annisquam and Little rivers and manage to get a few very small herring, just enough for one baiting of their trawls, being about all they can get in an evening's work.

## Halifax Fish Conditions.

The Halifax, N. S. Chronicle says: "The first summer banker has arrived with a catch of 1300 quintals, the banking fleet as a whole are doing fairly well. Caplin are slow in coming to the land, but old fishermen prophesy from this, that fish when they do come to the shore will strike in abundance, and districts in Newfoundland, like St. Mary's Bay, Trinity Bay and Conception Bay confirm this. Latest reports from there state fish very plentiful, and in some cases working night and day fishermen have been unable to handle the large quantities already secured. Parties in Piacentia and Fortune Bay as well as the Straits still report fish scarce, but the season is still early and there is every prospect that the total Newfoundland, Labrador and Nova Scotia catch will be a record one.

"Local Bank codfish are now selling at around \$6.40 per quintal. Small lots of shore fish are coming in and selling at \$6.00 for small and \$6.50 for large. The prevailing hot weather of late has stopped curing operations and fishermen's families are mostly now busy making hay, etc.

"The situation in pickled fish is somewhat disappointing, the total catch of spring mackerel has been small, and high prices are ruling. Newfoundland herring are gradually easing off in price. The Alewife catch pickled, is about one-quarter of an average one. It looks as if before many years alewives and salmon will follow shad and become an article no longer obtainable for export."

## Brazil's Codfish Imports.

Codfish of the value of \$5,430,734 were imported into Brazil during 1910. Of this great sum the United States furnished codfish of the value of only \$151,606. Brazil also imported during 1910 preserved fish valued at \$1,391,863. The United States supplied to Brazil fish to the value of \$203,771. During the same year Brazil imported \$622,815 worth of salt, taking none from this country. Great Britain furnished \$117,013 worth of the salt total. Of the two kinds of fish imported by Brazil, Norway codfish fetched \$1,146,659; Portugal sent \$888,258 of preserved fish; Newfoundland sent \$2,707,182 of codfish, and Canada supplied \$1,006,050 of codfish.

## Portland Fish Notes.

Mackerel have been exceedingly scarce the past week all along the coast, but a few are now going into Boston and selling at fancy prices. They have also shown up again this way and Wednesday some 800 were brought in here from the traps at Pine Point, and 400 from Richmond Island. The fish were of varied size, ranging all the way from half pound tinkers to some of 4½ pounds, the latter being the largest and finest seen here this season.



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# SCH. FREDERICK GEERING, JR., CASE

## Included Among Others From This City for Pecuniary Settlement.

### Senator Lodge's Persistency Likely to Result in Justice.

The Boston Transcript of last evening publishes the following interesting account, from its Washington correspondent, of Gloucester's interest in the recent agreement between England and the United States, to settle by arbitration what is known as the "British pecuniary claims," going in detail into the sch. Frederick Gerring, Jr., case, one of the most famous claims cases now pending between the two governments and which has been in subject of dispute for 15 years.

"The American claims total \$4,331,000 and the British \$2,966,000. Some \$88,000 of this money is demanded by American fishermen, chiefly in Gloucester, and should the commission decide favorably that quaint old port would be enriched by about that sum. With the exception of the historic Frederick Gerring, Jr., claim, described later, few of these shipping claims possess any feature of public interest. They are chiefly for refund of customs dues, seizures, collisions, or alleged overcharges of some character and are pressed by various well-known firms and citizens, like Cunningham & Thompson, Gorton-Pew Company, Sylvanus Smith & Co., Orlando Merchant, William H. Parsons and others. That many of these claims are comparatively recent is indicated by the names Maxine Elliott, Dora A. Lawson, Senator Gardner, Edna Wallace Hopper, etc., representing the vessels whose owners are involved in the controversies.

#### The Famous Frederick Gerring, Jr., Claim.

"The Gerring claim, brought by Capt. Edward Morris, has been a subject of dispute between the United States and the Dominion and British governments for 15 years. Not only does it present a phase of pathetic human interest, but it involves a point in the vexed question as to what constitutes the act of fishing which at any time is likely to prove of vital importance in some dispute involving construction of international law or custom affecting the Atlantic fisheries. Incidentally, it may be remarked that although the personal claim of Capt. Morris appears to be in the fair way of settlement, the technical problem as to what constitutes "fishing" is as far from a solution as ever, nor will it necessarily be determined by the arbitrators.

"Up to March 25, 1896, Edward Morris was a prosperous fishing master sailing out of Gloucester. He owned free and clear the staunch sch. Frederick Gerring, Jr., worth some \$8000, from which he derived a comfortable income. He was independent and contented, as far as material circumstances can make a man, and had every hope that he would happily round out a well spent life. Today he is a broken-down old man, dependent on the labor of his hands for support, and all because the Canadian authorities have insisted upon splitting hairs over a set of agreed facts.

#### Story of the Seizure.

"On the day named Capt. Morris, in the Gerring, was cruising off Liscomb, on the northern coast of Nova Scotia, not far from shore. A school of fish was sighted and at the same time the Dominion cruiser Vigilant, patrolling those waters to prevent fishing within the three-mile limit, happened along. Capt. Morris hailed the Vigilant and inquired of her captain if he was outside the three-mile limit. He was in-

formed that he was and thereupon proceeded to set his seines. They came up filled with fish, but before the crew could haul the fish aboard the vessel drifted toward the shore and was seized by the Canadian schooner Aberdeen and declared forfeited to the government for alleged violation of international law and the treaty of 1818.

"The case was tried in the admiralty court and the vessel condemned. An appeal was taken to the supreme court of Canada. Richard Olney of Boston was then secretary of state in the Cleveland cabinet, and October 14, 1896, he called the case to the attention of Thomas F. Bayard ambassador to Great Britain. Mr. Bayard was compelled to reply that owing to the appeal pending in the supreme court of Canada, no action could be taken by him. The supreme court, with a division of 3 to 2, affirmed the judgment of the lower court, the chief justice, described at that time as "the ablest man in Canada," concurring in the minority opinion that Captain Morris was acting clearly within his rights and that the act of fishing need not have been completed by the landing of the fish on the deck of the Gerring, to exempt the vessel from seizure.

#### Richard Olney Interested.

"Later, as a private citizen, Mr. Olney took up the Gerring case and advised Capt. Morris that, as the expense of an appeal from the supreme court to the privy council would be some \$4000, no appeal be taken. He suggested instead that the matter be made one of diplomatic negotiation. The case was then taken up with Sir Julian Pauncefote, the British ambassador, and as a result of his efforts, a decision finally was reached that the Canadian government restore the vessel to its owner on payment of the nominal fine of one dollar and costs.

"On examination Capt. Morris found the Gerring to have been practically uncared for and worthless and refused to accept the vessel in settlement of his claim. He demanded to be indemnified in money for his loss, and for seven years the case came before successive secretaries of state. William H. Moody, then a member of congress, Senator George F. Hoar and later Senator Lodge interested themselves in behalf of Captain Morris and were ably seconded by Joseph H. Choate, our ambassador to Great Britain. The case hung fire among the diplomats until 1904, when apparently active negotiation was abandoned.

#### Where Senator Lodge Won His Point.

"But John Hay, then secretary of state, incorporated in the papers a pregnant memorandum intimating that the British government need expect no further attention to the pecuniary claims of its subjects until justice had been done Capt. Morris. Secretary Hay may not have used exactly this language, but it is a fact that from that day until the present, or until Senator Lodge was able to include the Gerring claim among those against Great Britain to be submitted to arbitration, the United States government has refused to take more than the most perfunctory notice of claims for damages brought in behalf of British subjects. Capt. Morris has visited Washington many times in his efforts to secure justice, and Secretary Root tells the most touching story of an interview with the old man in which he held out his worn hands and said pathetically: "These are all I have to depend upon now."

# PREPARING PLANT AT LOUISBURG

Gorton-Pew Fisheries

Company Expect Good

Business This Fall.

Auxiliary

Craft Will Collect

Fish Along Nova

Scotia Coast.

The Gorton-Pew Fisheries Company of this city which was recently offered concession by the voters of Louisburg, C. B., if it would establish a branch fish plant at that port, has recently purchased a plant there and with its resident manager now on the ground, is ready to do business right away.

The plant purchased is a large one well located, and the company will lose no time in beginning operations. Changes will be made in the present plant as occasion may warrant to handle the business there, and a fish drier, freezing plant and smoke house will be added.

The company looks to do a good business this coming fall, as the fishermen of Louisburg and vicinity are delighted with the idea of the company locating there and giving them an opportunity of selling their catches for cash.

Later, auxiliary vessels will be run in connection with the plant to go to the fishing hamlets along the coast and collect the fish from the fishermen and thus save them the trouble of coming up to Louisburg with their catches.

At some Cape Breton points there has been an attempt to discredit the idea that the concern was really going to locate at Louisburg, but the fact that the plant has been bought and the manager is already there and ready to do business at once puts an effectual quietus on such attempts.

The property which the Gorton-Pew Company has purchased was owned by Z. Townsend Sons, and the company is represented by Capt. Arthur Marvin of Halifax, who will be in charge.

Codfish are now very plentiful at Louisburg and vicinity but bait has been scarce.

Capt. Lewis, one of the leading men of the town, says the people of Louisburg are very much pleased over the deal and look to see the industry develop, which will enhance the value of real estate and otherwise boom the town.

July 28.

# HERRING LADEN CRAFT WAS ASHORE.

## Br. Sch. Elva Floated by Throwing Overboard Part of Cargo.

The British sch. Elva M., which arrived here from Nippers Harbor, N. F., this morning with a cargo of salt barrelled herring for the Gorton-Pew Fisheries Company, had a very close call from being lost on the passage to this port.

The craft, when she started, was fully loaded, carrying over 1000 barrels of herring. Her captain, instead of coming down the east side of the island, went up around and through the straits of Belle Isle and down the gulf of St. Lawrence. In coming through the straits, however, the craft encountered some bad weather and was driven ashore on Crox Island.

For a time it looked as though there was no hope of getting the craft off and that she must go to pieces, but the captain and his crew worked rapidly and by sacrificing some 200 barrels of the valuable herring which they threw overboard, were able to get the craft afloat, the lightening of the craft by relieving her of the weight of the 200 barrels of fish enabling the crew to work the craft off into deep water.

Although the craft was damaged and leaking as the result of the mishap, the captain did not put back, but headed down the gulf and reached here without farther incident. The vessel will haul out here for examination and repairs as soon as her herring are taken out.



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## Portland Fish Notes.

Halibut are being caught off Cape Elizabeth. They are not being landed in very large numbers but still a few are being caught. Yesterday 600 pounds were brought in here by the little schooner Freeman. This is the largest amount taken by one craft off the Cape this season. Four fish made up the 600 pounds. In addition, the schooner had 2000 pounds of mixed fish. The quantity of halibut landed seems to indicate that there are some of the flat fish off the Cape as well as other fish.

The bluebacks are running, but that is doing the fishermen little good. Tuesday there was too much wind for them to get out with their seines and the day before there was too much fog and rain. But it is a fact that after being two weeks or so late, the bluebacks have appeared in large numbers and of excellent quality. They are found off Small Point and around Boothbay and when the weather becomes favorable, it is probable that large numbers will be taken.

The small boats went out Wednesday morning, but did not meet with much success. There was too strong a wind outside and a high sea.

Sch. Mary E. Sennett arrived at Portland Wednesday morning, three weeks out. There was a marked lack of fish on the banks, but the weather was very fair until she was on the way home, and then it continued very rough and windy here. She brought 5300 pounds of halibut and 5000 pounds of salt fish.

## SWORDFISH MARKED.

Was Probably Caught in Trawl When Young and Thrown Back.

Spotted, striped, white and blue swordfish have been brought to T wharf in the past, but it remained for Capt. William Enos of sch. Rita A. Viator, which arrived at T wharf yesterday, to bring the first hand-carved member of the species to Boston. The fish, which is four feet long without its sword, and weighs 120 pounds dressed, bears the name of Frank Doucette, carved on its side, about a foot from the tail. There is also a star cut just before the name.

The fish was taken on Georges last week and as there are no marks of the lily iron on the fish, it looks as though the fish had been caught on trawls when a "baby," by Doucette, who was one of the crew of a Georges halibuter or haddock, the initials then carved, and the little fellow let go.

## TOOK BAIT FROM FREEZER.

Fleet at Provincetown Tired of Waiting for Fresh Bait.

Bait continues scarce. At Provincetown the weather holds bad and the boats have had no chance this week to go for bluebacks.

The blueback fleet here got out yesterday afternoon and were not in this morning.

At the Nahant traps a few small herring are being taken but these are being shipped to New York.

Some bluebacks are being landed at Portland and quite a body of these bait fish is reported in Casco Bay.

Nothing late has been heard from Boothbay, but at Provincetown yesterday some of the skippers got tired of waiting for fresh bait and took frozen bait from the freezer and proceeded on their trips.

## Price of Lobsters Decreasing.

Lobsters are decreasing in price. The season for lobster catching closed last week in Halifax, the last place for the law to go on, but to overbalance the effect of the loss of shipments from the Provinces, the Newport and Maine shipments have been large, and within a week or two Maine alone should be supplying nearly as many lobsters to the local market as that state and the Canadian fisheries have supplied together during the past few months. One reason for the expected increase in shipments from Maine is that the recent long hot spell has quickened the process of shell shedding.

July 27.

## Swordfish Struck Man in Face.

Osborne Goodwin, one of the crew of sch. Valentina, at T wharf, today, went through a singular and dangerous experience, a few days ago when in attempting to haul aboard a dory a swordfish which had been harpooned and allowed to "run out," he was struck a heavy blow on the face with the sword-like protuberance of the fish, which he supposed was dead.

The fish rose high out of the water when Goodwin and Capt. O'Neill tried to land it in the dory, and with a mighty swish swung its sword, catching Goodwin on the head and coming within an ace of overturning the dory.

Goodwin grasped another harpoon quickly and buried it in the fish's side, killing it instantly, and it was shortly after hauled aboard the schooner. Goodwin suffered no ill effects save a scar on the left side of his face.

July 28.

## Steam Trawlers Had Racing Trip.

The steam trawlers Ripple and Spray, which left T dock late Monday for the South channel grounds, arrived at T wharf yesterday morning. The trip really was a kind of race between Capt. Herbert Green of the Ripple and Capt. George Steele of the Spray.

Capt. Green's boat didn't leave T wharf until about 9 o'clock Monday evening, some five hours after Capt. Steele had started with the Spray. Capt. Steele left the grounds about 4 o'clock Wednesday, just an hour before Capt. Green's vessel got under way. The Spray with her hour start arrived at T wharf early Thursday morning, while the Ripple didn't get in until after 9 o'clock.

# BAIT SITUATION IS IMPROVED.

BUT DESIRED ARTICLE IS STILL SCARCE AT ALL POINTS.

There is a little change for the better in the bait situation. Yesterday at Provincetown a few bluebacks were taken, but off here the boats banged away all day and hardly stopped any fish at all.

The steamer Higco came in last night with five barrels. Her captain reported plenty of bluebacks off here, schools in every direction but that the fish were so wild it was next to impossible to do anything with them. The whole of the shore gasoline seining fleet was on them and the captain says they set and set and could stop none. He did manage to save five barrels out of one school.

It is understood that private telegrams received yesterday stated that there was bait at Lockport, N. S., while other telegrams reported bait at Seal Cove, Grand Manan.

The guinea boat fishermen are getting just about enough bait to get along on day by day. At night they go torching in Annisquam and Little rivers and manage to get a few very small herring, just enough for one baiting of their trawls, being about all they can get in an evening's work.

## Halifax Fish Conditions.

The Halifax, N. S., Chronicle says: "The first summer banker has arrived with a catch of 1300 quintals, the banking fleet as a whole are doing fairly well. Caplin are slow in coming to the land, but old fishermen prophesy from this, that fish when they do come to the shore will strike in abundance, and districts in Newfoundland, like St. Mary's Bay, Trinity Bay and Conception Bay confirm this. Latest reports from there state fish very plentiful, and in some cases working night and day fishermen have been unable to handle the large quantities already secured. Parties in Piacentia and Fortune Bay as well as the Straits still report fish scarce, but the season is still early and there is every prospect that the total Newfoundland, Labrador and Nova Scotia catch will be a record one.

"Local Bank codfish are now selling at around \$6.40 per quintal. Small lots of shore fish are coming in and selling at \$6.00 for small and \$6.50 for large. The prevailing hot weather of late has stopped curing operations and fishermen's families are mostly now busy making hay, etc.

"The situation in pickled fish is somewhat disappointing, the total catch of spring mackerel has been small, and high prices are ruling. Newfoundland herring are gradually easing off in price. The Alewife catch pickled, is about one-quarter of an average one. It looks as if before many years alewives and salmon will follow shad and become an article no longer obtainable for export."

## Brazil's Codfish Imports.

Codfish of the value of \$5,430,734 were imported into Brazil during 1910. Of this great sum the United States furnished codfish of the value of only \$151,606. Brazil also imported during 1910 preserved fish valued at \$1,391,863. The United States supplied to Brazil fish to the value of \$203,771. During the same year Brazil imported \$622,815 worth of salt, taking none from this country. Great Britain furnished \$117,013 worth of the salt total. Of the two kinds of fish imported by Brazil, Norway codfish fetched \$1,146,659; Portugal sent \$888,258 of preserved fish; Newfoundland sent \$2,707,182 of codfish, and Canada supplied \$1,006,050 of codfish.

## Portland Fish Notes.

Mackerel have been exceedingly scarce the past week all along the coast, but a few are now going into Boston and selling at fancy prices. They have also shown up again this way and Wednesday some 800 were brought in here from the traps at Pine Point, and 400 from Richmond Island. The fish were of varied size, ranging all the way from half pound tinkers to some of 4½ pounds, the latter being the largest and finest seen here this season.



July 28

# SCH. FREDERICK GEERING, JR., CASE

## Included Among Others From This City for Pecuniary Settlement.

### Senator Lodge's Persistency Likely to Result in Justice.

The Boston Transcript of last evening publishes the following interesting account, from its Washington correspondent, of Gloucester's interest in the recent agreement between England and the United States, to settle by arbitration what is known as the "British pecuniary claims," going in detail into the sch. Frederick Gerring, Jr., case, one of the most famous claims cases now pending between the two governments and which has been in subject of dispute for 15 years.

"The American claims total \$4,331,000 and the British \$2,366,000. Some \$88,000 of this money is demanded by American fishermen, chiefly in Gloucester, and should the commission decide favorably that quaint old port would be enriched by about that sum. With the exception of the historic Frederick Gerring, Jr., claim, described later, few of these shipping claims possess any feature of public interest. They are chiefly for refund of customs dues, seizures, collisions, or alleged overcharges of some character and are pressed by various well-known firms and citizens, like Cunningham & Thompson, Gorton-Pew Company, Sylvanus Smith & Co., Orlando Merchant, William H. Parsons and others. That many of these claims are comparatively recent is indicated by the names Maxine Elliott, Dora A. Lawson, Senator Gardner, Edna Wallace Hopper, etc., representing the vessels whose owners are involved in the controversies.

#### The Famous Frederick Gerring, Jr., Claim.

"The Gerring claim, brought by Capt. Edward Morris, has been a subject of dispute between the United States and the Dominion and British governments for 15 years. Not only does it present a phase of pathetic human interest, but it involves a point in the vexed question as to what constitutes the act of fishing which at any time is likely to prove of vital importance in some dispute involving construction of international law or custom affecting the Atlantic fisheries. Incidentally, it may be remarked that although the personal claim of Capt. Morris appears to be in the fair way of settlement, the technical problem as to what constitutes "fishing" is as far from a solution as ever, nor will it necessarily be determined by the arbitrators.

"Up to March 25, 1896, Edward Morris was a prosperous fishing master sailing out of Gloucester. He owned free and clear the staunch sch. Frederick Gerring, Jr., worth some \$8000, from which he derived a comfortable income. He was independent and contented, as far as material circumstances can make a man, and had every hope that he would happily round out a well spent life. Today he is a broken-down old man, dependent on the labor of his hands for support, and all because the Canadian authorities have insisted upon splitting hairs over a set of agreed facts.

#### Story of the Seizure.

"On the day named Capt. Morris, in the Gerring, was cruising off Liscomb, on the northern coast of Nova Scotia, not far from shore. A school of fish was sighted and at the same time the Dominion cruiser Vigilant, patrolling those waters to prevent fishing within the three-mile limit, happened along. Capt. Morris hailed the Vigilant and inquired of her captain if he was outside the three-mile limit. He was in-

formed that he was and thereupon proceeded to set his seines. They came up filled with fish, but before the crew could haul the fish aboard the vessel drifted toward the shore and was seized by the Canadian schooner Aberdeen and declared forfeited to the government for alleged violation of international law and the treaty of 1818.

"The case was tried in the admiralty court and the vessel condemned. An appeal was taken to the supreme court of Canada. Richard Olney of Boston was then secretary of state in the Cleveland cabinet, and October 14, 1896, he called the case to the attention of Thomas F. Bayard ambassador to Great Britain. Mr. Bayard was compelled to reply that owing to the appeal pending in the supreme court of Canada, no action could be taken by him. The supreme court, with a division of 3 to 2, affirmed the judgment of the lower court, the chief justice, described at that time as "the ablest man in Canada," concurring in the minority opinion that Captain Morris was acting clearly within his rights and that the act of fishing need not have been completed by the landing of the fish on the deck of the Gerring, to exempt the vessel from seizure.

#### Richard Olney Interested.

"Later, as a private citizen, Mr. Olney took up the Gerring case and advised Capt. Morris that, as the expense of an appeal from the supreme court to the privy council would be some \$4000, no appeal be taken. He suggested instead that the matter be made one of diplomatic negotiation. The case was then taken up with Sir Julian Pauncefote, the British ambassador, and as a result of his efforts, a decision finally was reached that the Canadian government restore the vessel to its owner on payment of the nominal fine of one dollar and costs.

"On examination Capt. Morris found the Gerring to have been practically uncared for and worthless and refused to accept the vessel in settlement of his claim. He demanded to be indemnified in money for his loss, and for seven years the case came before successive secretaries of state. William H. Moody, then a member of congress, Senator George F. Hoar and later Senator Lodge interested themselves in behalf of Captain Morris and were ably seconded by Joseph H. Choate, our ambassador to Great Britain. The case hung fire among the diplomats until 1904, when apparently active negotiation was abandoned.

#### Where Senator Lodge Won His Point.

"But John Hay, then secretary of state, incorporated in the papers a pregnant memorandum intimating that the British government need expect no further attention to the pecuniary claims of its subjects until justice had been done Capt. Morris. Secretary Hay may not have used exactly this language, but it is a fact that from that day until the present, or until Senator Lodge was able to include the Gerring claim among those against Great Britain to be submitted to arbitration, the United States government has refused to take more than the most perfunctory notice of claims for damages brought in behalf of British subjects. Capt. Morris has visited Washington many times in his efforts to secure justice, and Secretary Root tells the most touching story of an interview with the old man in which he held out his worn hands and said pathetically: "These are all I have to depend upon now."

July 28

# PREPARING PLANT AT LOUISBURG

Gorton-Pew Fisheries

Company Expect Good

Business This Fall.

Auxiliary

Craft Will Collect

Fish Along Nova

Scotia Coast.

The Gorton-Pew Fisheries Company of this city which was recently offered concession by the voters of Louisburg, C. B., if it would establish a branch fish plant at that port, has recently purchased a plant there and with its resident manager now on the ground, is ready to do business right away.

The plant purchased is a large one, well located, and the company will lose no time in beginning operations. Changes will be made in the present plant as occasion may warrant to handle the business there, and a fish drier, a freezing plant and smoke house will be added.

The company looks to do a good business this coming fall, as the fishermen of Louisburg and vicinity are delighted with the idea of the company locating there and giving them an opportunity of selling their catches for cash.

Later, auxiliary vessels will be run in connection with the plant to go to the fishing hamlets along the coast and collect the fish from the fishermen and thus save them the trouble of coming up to Louisburg with their catches.

At some Cape Breton points there has been an attempt to discredit the idea that the concern was really going to locate at Louisburg, but the fact that the plant has been bought and the manager is already there and ready to do business at once puts an effectual quietus on such attempts.

The property which the Gorton-Pew Company has purchased was owned by Z. Townsend Sons, and the company is represented by Capt. Arthur Marvin of Halifax, who will be in charge.

Codfish are now very plentiful at Louisburg and vicinity but bait has been scarce.

Capt. Lewis, one of the leading men of the town, says the people of Louisburg are very much pleased over the deal and look to see the industry develop, which will enhance the value of real estate and otherwise boom the town.

July 28

# HERRING LADEN CRAFT WAS ASHORE.

## Br. Sch. Elva Floated by Throwing Overboard Part of Cargo.

The British sch. Elva M., which arrived here from Nippers Harbor, N. F., this morning with a cargo of salt barrelled herring for the Gorton-Pew Fisheries Company, had a very close call from being lost on the passage to this port.

The craft, when she started, was fully loaded, carrying over 1000 barrels of herring. Her captain, instead of coming down the east side of the island, went up around and through the straits of Belle Isle and down the gulf of St. Lawrence. In coming through the straits, however, the craft encountered some bad weather and was driven ashore on Crox Island.

For a time it looked as though there was no hope of getting the craft off and that she must go to pieces, but the captain and his crew worked rapidly and by sacrificing some 200 barrels of the valuable herring which they threw overboard, were able to get the craft afloat, the lightening of the craft by relieving her of the weight of the 200 barrels of fish enabling the crew to work the craft off into deep water.

Although the craft was damaged and leaking as the result of the mishap, the captain did not put back, but headed down the gulf and reached here without farther incident. The vessel will haul out here for examination and repairs as soon as her herring are taken out.



# CAPT. PICCO BACK FOR HIS FAMILY

## Well Pleased With the Fishery Outlook on Pacific Coast.

### Brings Tidings from Several Former Gloucester Men.

Capt. Albert Picco of Rockport returned home Wednesday from Tacoma, Washington, where he went last March with six companions, Adams Archibald Selig, also of Rockport, Melville Greenleaf, Edward Lawler and Edward Smith of this city and another man from this city, who did not remain there and one man from Nova Scotia.

Capt. Picco has been a resident of this city some 20 years previous to moving to Rockport about one year ago.

Being asked how he liked the western country, Capt Picco said, "Fine, it is all right, and one of the best places to live in the world. We went out there to engage in halibut fishing and have done well. The fishing is done there in steamers of about 350 tons, instead of in the ordinary fishing vessels used here. The fishing grounds are about 700 miles from Tacoma and the nearest are 400 miles distant.

"The method of fishing differs from that of the east somewhat. The halibut are taken on trawls and from them are deposited in a net which is spread across the dory, and on arriving at the steamer's side, a tackle is attached to the sides of the net, which with its contents is hoisted on board by steam."

Capt. Picco visited Vancouver before coming home and reports it a busy place for fishing and other industries, but Seattle is the best fishing port of all and is the principle port along that coast.

**Met With Several Gloucester Fishermen.**

During his absence from home he

has fished all along the Alaskan and British North American coasts and the Queen Charlotte Islands, and is loud in his praise of the Western Country visited by him, and thinks it the place for a young man, especially a single man, who, if sober and industrious, "must prosper, he simply can't help it. If any young man has an idea of going out there," he says "he should pick up his things and go."

Those who went out with him and remained there are all doing well. Archie Selig is cook on a large steamer, doing the cooking for 40 men and is paid \$100 per month.

Capt. Picco met with quite a number of former Gloucester men, who have been out there for some time, and reports every one of them in a prosperous condition. He spoke of Capt. John Carroll, a former successful skipper of Gloucester, who since his arrival there, has a new vessel and is doing finely.

When asked if he was going back, Capt. Picco said, "Yes, about next February, I shall move my family there and make it my future home. I can do better there in five months than I can here in a year. It is a great and wonderful country with the best climate to be found in the world."

He hesitated to mention the former Gloucester men by name, as he said some do not like to see their names in the paper. Some have been captains here, but all are not so there, as it is necessary for one to have money enough to have an ownership in the craft he sails, but even those who are "one of the hands" are doing well there and are satisfied.



July 28. **LIGHT RECEIPTS  
AT T WHARF.**

**PRICES FOR SWORDFISH RE-  
GAINING FORMER GOOD  
FIGURES.**

Fish receipts at T wharf are light this morning. Outside of two small mackerel fares, the news regarding which will be found in another column, and one small swordfish fare, there are five trips of ground fish at the wharf, two of these being very small while the others are average market fares, steam trawler Crest with 34,000 pounds, having the largest fare in.

All fish are bringing good prices. Haddock seems to be recovering and this morning sales were at \$2.25 and \$3.75, while codfish sold right through at \$3.75 and \$4.75. Pollock ranked from \$2.50 to \$4 and large hake touched \$3. Swordfish are climbing back in good shape and sch. Mabelle Leavitt's lot of 41 fish sold at 8 1-2 cents per pound.

The swordfish fares are now coming along more slowly than a week or two ago and it looks good for any of the swordfish who may be lucky enough to hit the Monday market.

**Boston Arrivals.**

The fares and prices in detail are:  
Sch. Leo, 15,000 haddock, 600 cod, 500 hake.

Sch. Genesta, 16,000 haddock, 2000 cod.

Sch. Klondike, 300 haddock, 1400 cod, 1500 pollock.

Sch. Emelia Enos, 100 haddock, 400 cod, 2000 pollock.

Steamer Crest, 33,000 haddock, 800 cod, 200 hake.

Sch. Mabelle Leavitt, 34 swordfish.

Sch. Marguerite Haskins, 700 large and medium fresh mackerel, 6300 fresh tinkers.

Sch. Ralph L. Hall, 2000 large and medium fresh mackerel.

Haddock, \$2.25 to \$3.75 per cwt.; cod, \$3.75 to \$4.75; pollock, \$2.50 to \$4; hake, \$1.60 to \$3; cusk, \$2; swordfish, 8 1/2 c per lb.; large fresh mackerel, 32c to 35c; mediums, 20c to 25c; tinkers, 8c each.

**SARDINE HERRING SCARCE.**

**Schools Avoiding the Weirs at Passamaquoddy Bay.**

Fish suitable for sardines have been received in small quantities at several factories in Eastport and Lubec this week, but the long looked for schools of herring seem to avoid the weirs in and around Passamaquoddy. Oldtime fishermen report that herring are very plentiful in the Bay of Fundy and large schools are found around Portland and the west coast of Maine, but very few play in near the weirs here.

Last season about this time the fish left these waters and were found largely in and around Portland, causing several downtown concerns to build factories in that part of the state, where they expect this year to be able to make it an object to open their plants. Lawrence Brothers of North Lubec have a large factory at Rockland; the Lubec Sardine Company has a new factory near Belfast; O'Donnell & Baker have a plant at Swan's Island and Judson Clark, formerly of this city, has recently contemplated one of the largest factories on the coast at Boothbay Harbor; Charles E. Capen, whose factory in Eastport has not been opened for several seasons, has a big plant at Port Clyde and it looks now as if the full pack of sardines would be confined chiefly to the western part of the state, the same as last year.

All sorts of theories have been put forth as a reason why the little fish are leaving eastern Maine waters, chief among them being the fact that so many motor boats plying in and around Passamaquoddy Bay have caused the fish to desert their old spawning grounds.

**New Sardine Gasoliner at Boston.**

A brand new vessel which attracted considerable attention arrived at T wharf, Boston, yesterday, was the gasoline fishing boat Trident, fresh from the builder's yard at East Boothbay, which will engage in the sardine fisheries.

She was sent to Boston on a trial trip and to allow the Boston representatives of the owners, A. Winsor & Son, an opportunity to look her over. On the way up from Maine she developed a speed of 12 knots.

The Trident is 75 feet long, 13.6 feet beam, 6 feet depth of hold and has a 60-horse power engine. Capt. Lester Bennett is in command, and she carries a crew of six. She sailed for the east yesterday afternoon.

July 28. **THREE ARRIVALS  
AT THIS PORT.**

**SCH. MARY F. CURTIS HAS GOOD  
SHACK FARE FROM EAST-  
ERN GROUNDS.**

Yesterday afternoon sch. Mary F. Curtis, one of the eastern shack fleet of this port, which was fortunate in getting a fine baiting at Liverpool, N. S., about three weeks ago, came in, with the result of that baiting, with a trip of 110,000 pounds of fresh fish and 3000 pounds of halibut.

There were no arrivals during the night.

This morning, sch. Clintonia, Capt. Ralph Webber, shot up at the Fort wharf with 2000 fresh mackerel large and mediums.

Yesterday afternoon also the down east new fishing steamer Higco arrived from off here with 5 barrels of fresh bluebacks to show for setting all day at the wild schools.

This morning the British sch. Elva M., arrived here from Nippers Harbor, N. F., with 803 barrels of salt barrelled herring. Nippers Harbor is at Green Bay, and the fare is for the Gorton-Pew Fisheries Company, which concern has been having a fare of these large herring from that locality every season for the past few years.

During the forenoon sch. Vanessa, one of the eastern shacking fleet returned with no fish, she like the Thomas S. Gorton and others being unable to secure any bait either on the Cape Shore, St. Pierre, Miquelon, and the Labrador coast after a search of over a month.

Early this afternoon sch. Alice R. Lawson, one of the salt trawl bankers arrived. Her fare is not yet reported.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Mary F. Curtis, shacking, 110,000 lbs. fresh fish, 3000 lbs. halibut.

Sch. Clintonia, off Cape Cod, 2000 fresh large and medium mackerel.

Steamer Higco, shore, 5 bbls. fresh bluebacks.

British sch. Elva M., Nippers Harbor, Green Bay, N. F., 803 bbls. salt barrelled herring.

Sch. Alice, shacking.

Sch. Good Luck, via Boston.

Sch. Vanessa, shacking, returned on account of lack of bait.

Sch. Joseph P. Johnson, via Boston, to go on the ways.

Sch. Alice R. Lawson, salt trawl banking.

**Vessels Sailed.**

Sch. Claudia, deck handlining.

Sch. Jeanette, shacking.

Sch. Harriett, haddocking.

Sch. Lena and Maud, seining.

Sch. Gracie, Block Island, seining.

Sch. Dixie, shore.

Sch. Mettacommet, swordfishing.

Sch. Cherokee, swordfishing.

**TODAY'S FISH MARKET.**

**Salt Fish.**

Salt mackerel, \$23 per bbl. for large, and \$16 per bbl. for tinkers.

Salt trawl bank codfish, \$4.12 1-2 per cwt. for large, \$3.62 1-2 for mediums and \$2.75 for snappers.

Handline Georges codfish, large \$4.87 1/2, medium \$4.37 1/2, snappers \$3. Salt "Drift" codfish, large, \$4.62 1/2, medium \$4.25.

Salt bank dory handline cod \$4.37 1/2 per cwt. for large and \$3.87 1/2 for mediums.

Eastern halibut codfish, large, \$4.12 1/2, medium \$3.62 1/2.

Haddock, \$2.00.

Pollock, \$1.75.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.

Eastern shack cod, \$4.25 for large and \$3.62 1/2 for mediums.

All codfish with napes picked bring 25c over the above prices.

Salted whiting, \$2 per bbl.

**Fresh Fish.**

Haddock, \$1.15 per cwt.

Large cod, \$2.40 per cwt.; medium, \$1.85 per cwt.

Peak and Western bank fresh codfish, \$2.35 per cwt. for large and \$1.90 for mediums.

Cusk, large, \$1.75; mediums, \$1.25; Hake, \$1.90.

Dressed pollock, 90 cts., round, 80 cts.

Bank halibut, 11 cts. per lb. for white and 9 cts. for gray.

Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.  
Cape North cod, \$2.20 for large and \$1.75 for mediums.  
Fresh mackerel, 28 1-2 cts. for large, 21 1-2 cts. for mediums.  
Fresh shad, \$3.15 per bbl.  
Fresh whiting, 60 cts. per bbl.

July 28.

**SMALL MACKEREL  
FARES SELL HIGH**

**Four Vessels in Port**

**with Fish Taken Off**

**Chatham.**

**No Schools Reported**

**Elsewhere and Outlook**

**Not Pleasing.**

Four small fares of mackerel are in this morning, one at this port, and two at Boston, and one at Provincetown, and although the trips are really nothing more than dory pods, yet so high are the prices that each craft will be well paid for running to market with their catches.

At T wharf, Boston are schs. Ralph L. Hall, Capt. Frank H. Hall, with 2000 fresh large and medium mackerel and sch. Marguerite Haskins, Capt. Jerry E. Cook, with 700 large and mediums and 6300 tinkers. At this port this morning is sch. Clintonia, Capt. Ralph Webber with 2000 large and medium. At Provincetown is sch. Veda M. McKown with 2000 large and mediums.

Sch. Marguerite Haskins, which has been making trips about as often as any craft in the fleet, if not a little oftener, got the market for her catch, for her large fish brought 35 cents each, while the mediums sold for 25 cents and the tinkers which ordinarily bring three and four cents each and with any amount in would go to the cannery, sold this morning at the splendid figure of eight cents each.

Sch. Ralph L. Hall, which came in after the Haskins, sold at 32 cents for large and 39 cents for mediums.

At this port the fare of the Clintonia sold to the Gloucester Fresh Fish Company at 28 1-2 cents for large and 21 1-2 cents for mediums.

**Vessels Took Their Fish Off Chatham**

All four vessels got their fish down off Chatham, the same spot where the fish and the fleet have been hanging for some time. Capt. Frank H. Hall reports that others of the fleet got little hauls at the same time but not enough to come with to market and some salted what few they did get. The captain says the schools are of the smallest size, his fare representing two schools. There appeared to be a few fish there but it was pretty hard fishing the school are so small.

He reports about 15 sail of the fleet there Thursday, the others being off on cruises to Georges, to the westward of the lightship and down to the eastward, toward the Bay of Fundy.

The outlook off Chatham is nothing encouraging, but all the fish going appear to be off there and the skippers are anything but pleased with the outlook.

July 28.

**Fishing Fleet Movements.**

Sch. Topsail Girl was at Liverpool, N. S. Tuesday and cleared the same day. Sch. Mildred V. Newman was also there and cleared.

**Fitting for Dory Handlining.**

Capt. Charles Rudolph is now fitting sch. Mystery for salt bank dory handlining.

**Will Export Eels to Germany.**

In order to export eels to Germany a company has been formed at Christchurch, New Zealand. There is an unlimited supply of eels in New Zealand, and depots will be established at various places and the eels shipped in the frozen condition. Germany already imports eels from England and Egypt in large quantities annually.

July 28. **THE GLUE INDUSTRY.**

**Small Beginning of Present Business  
Amounting to Millions Yearly.**

It is a tradition that the glue industry of the North Shore district was begun by a man who boiled his first pot of glue in his dinner pail. This tradition has been declared untrue by men of authority in the glue trade. But it will probably live, because it is a picturesque tradition. However, the point of this story is that several millions of dollars annually are being taken out of the glue pot in the North Shore district.

Reports of the American Glue Co., for its last fiscal year, show that its total annual business was the largest in its history, with the exception of one year. During the year, the company operated its factories to 80 per cent. of their capacity, which was a large percentage, in view of the general state of business.

The average person thinks that glue is used for only a few purposes, such as about the house, or for holding furniture together or sizing walls. But the glue experts say that glue is used in more articles than any other material that is made. And in this, they do not include the glue that is made into gelatine and other food-stuffs.

Furthermore, the glue experts say that the use of glue is bound to increase in the future. This is welcome news to the tanners of cow hides. If shoe manufacturers continue to refuse to buy finished splits, the tanners will rely upon the glue makers for a market for splits as long as the glue business keeps improving.

July 28.

**Incandescent Hold Eels Back.**

Danish government employees are able to keep eels from leaving the Baltic sea for the ocean by suspending a line of powerful incandescent lamps from a cable in the waters of a strait frequented by the eels. These fish migrate only in the dark. They will not pass a light in the water.

July 29.

**Halibut Poaching on Pacific Coast.**

According to the Victoria, B. C., "Colonist" there is much poaching by alien vessels going on in the vicinity of the Queen Charlotte Islands. There is also, the same paper alleges, considerable waste of fish life by United States vessels operating just outside the three-mile limit from the islands in Hecate Strait. On a recent trip of the Amur, a gasoline auxiliary schooner flying the United States flag was seen inside the three-mile limit fishing off Rose Spit, and a number of steam fishing vessels were seen at work just outside the three-mile limit in Hecate Strait. Astern of their dories was a long line of dead red cod and black cod floating to leeward, polluting the fishing banks. A prospector from Cumshewa Inlet says that recently a big fishing steamer flying the United States flag came right into Cumshewa Inlet and filled up with a catch of halibut made inside the inlet.

The Colonist adds that the boats of the protective fleet, the Kistrel and the Falcon, steam too slow to be of much use, "for there is scarcely one of the fishing fleet that does not have a margin of a knot or two better than the protective vessels."

**What "Sardine" Really Stands For.**

F. W. Williams, of Eastport, Me., a pioneer sardine packer, describes in a recent interview in the "Grocery World and General Merchant," a lawsuit he had when he first began to pack sardines in the United States under the name "sardine." The French sardine interests brought suit to prevent him from using the word "sardine," on the ground that the fish were not sardines, but herrings. The answer of the American packers was that neither was the French sardine a "sardine" but a pilchard. The court decided that since the French use of the term was no nearer accurate than the American, the former was clearly not entitled to an injunction. Today all over the world packers call their products sardines, though, strictly speaking, none is sardines.